

CONCEPT PLAN

The Overlake Concept Plan is based on a synthesis of the three alternative plans developed at the two-day charrette. Several main themes emerged from the three alternative concept plans. These are described and illustrated on the pages that follow. All themes are brought together in one graphic at the end of this section.

The charrette results as represented in this Concept Plan will provide a good starting point for the neighborhood planning update, which will involve exploring different redevelopment alternatives for the area. Transportation elements will be analyzed for their implications and the land use and design ideas will be refined and evaluated for their feasibility and relationship to City goals.

■ Create a sense of place

The Overlake neighborhood needs a unique image in order to identify the area as a cohesive neighborhood. One idea is to build on the area's unique high tech and international character. The image should be consistent across jurisdictional boundaries and should be reflected in coordinated gateway, signage and streetscape features. To forge this identity, a signature development, perhaps including a focal community center/gathering place, should be considered in the area's core in the vicinity of 152nd Avenue NE and NE 24th Street and perhaps as far north as the Group Health site.

■ Create a place where people want to live

The Overlake mixed-use core should include additional residential uses; however, the area needs amenities in order to make it a place where people want to live. This includes pedestrian-friendly streets, neighborhood-oriented retail and services, transportation options, and public and open spaces. Each of these elements is further described in other themes in this section.



Figure 22. The Overlake mixed-use core should include pedestrian-friendly streets, neighborhood-oriented retail, transportation options and public and open spaces.

■ Encourage a diverse mix of uses

The Overlake mixed-use core should include a diverse mix of land uses. Four sectors were identified where certain land uses would be appropriate. In the northwest sector, a mix of commercial and residential uses within a master-planned setting should be encouraged. In the northeast sector, a predominately residential or hotel development with park space is envisioned, with groves of existing trees conserved. (High-rise development may be appropriate in order to protect the existing trees. Additionally, in order to make the park space inviting and safe, some trees may need to be removed.) The southwest sector should continue to allow larger retail and regional businesses, while the southeast sector should emphasize housing and lodging in addition to smaller scale retail and commercial.

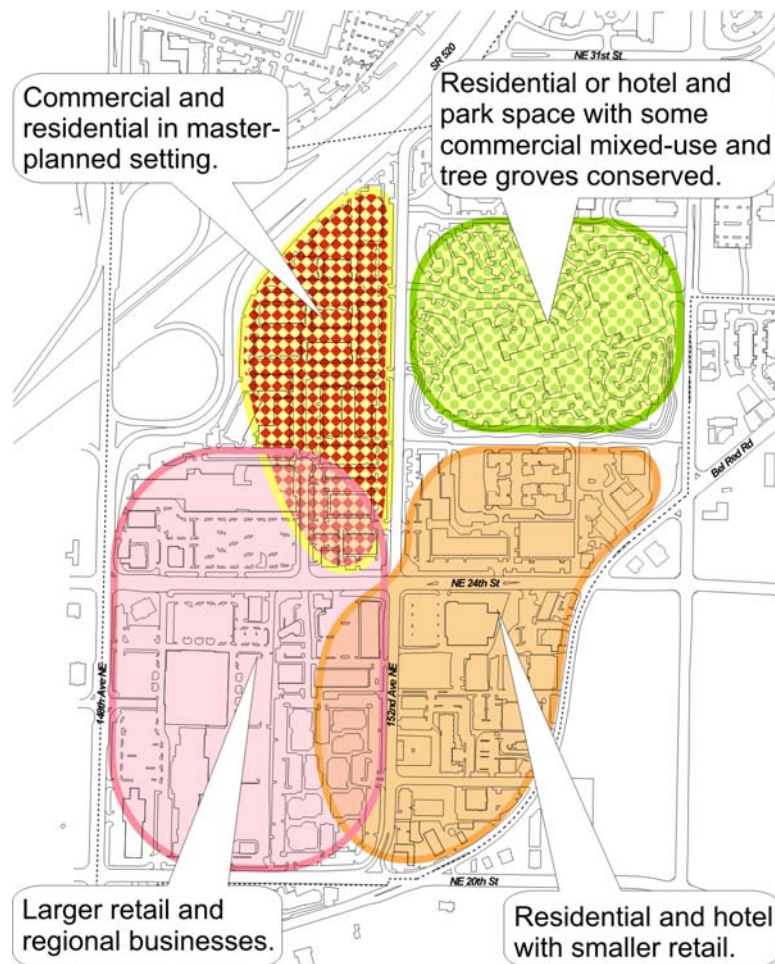


Figure 23. Encourage a diverse mix of uses.

■ Make 152nd Avenue NE a linear neighborhood core

152nd Avenue NE should function as a linear core for the Overlake neighborhood. It should be pedestrian-friendly, with on-street parking, landscaping and other pedestrian amenities. This streetscape should be extended north to connect to the corporate campuses. Ground floor retail should be encouraged along the street as much as is feasible. Additionally, the pedestrian crossing at NE 24th Street should be improved.



Figure 24. 152nd Avenue NE should be a pedestrian-friendly street.

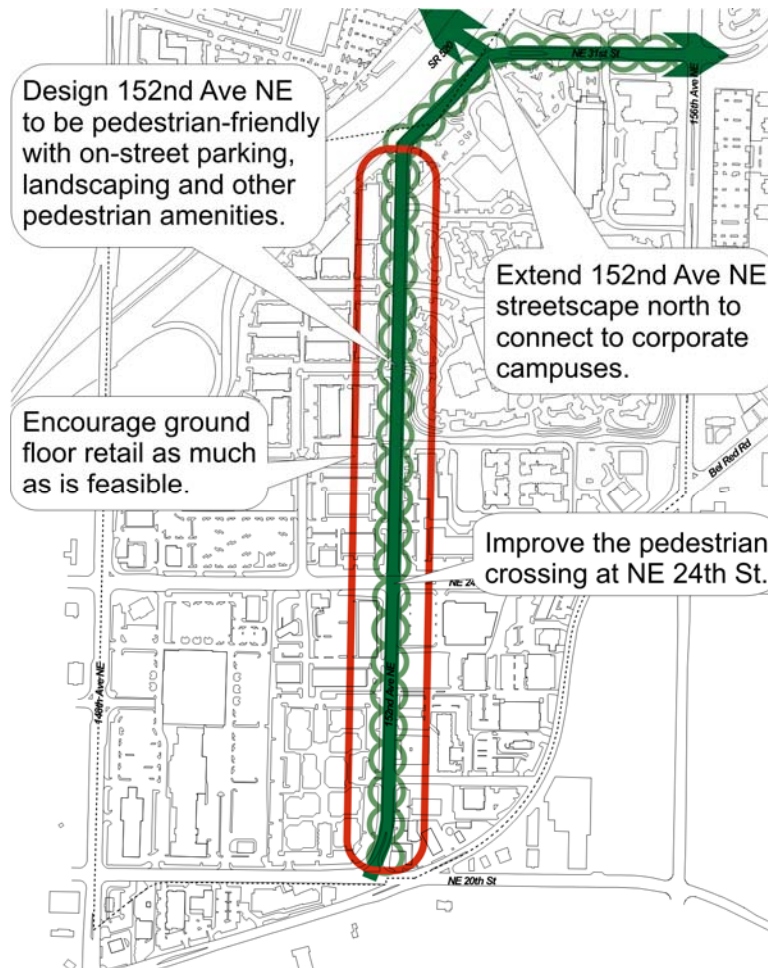


Figure 25. Make 152nd Avenue NE a linear neighborhood core.

■ Create a system of connected open spaces

Create a variety of green and open spaces throughout the mixed-use core connected by pedestrian-friendly landscaped streets and/or pedestrian pathways. Two locations were identified specifically for park/open space improvements: 1) Somewhere on the Group Health site, a public open space should be developed with adjacent active uses, such as retail and public facilities; and, 2) In the southwest sector in the Sears shopping area, open space should be included with new development, perhaps as part of the water treatment system. Additionally, existing trails in the area, such as the SR 520 trail and the Bel-Red Road trail, should be connected and public art should be incorporated throughout the area.

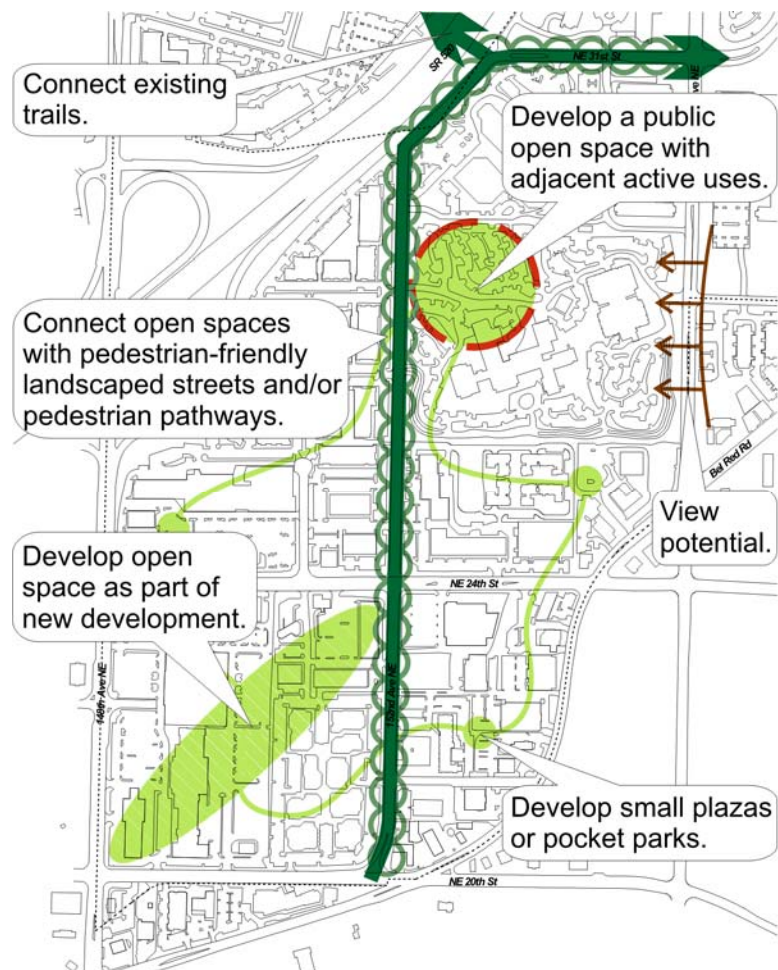


Figure 26. Create a system of connected open spaces.
(Note: Size and exact location of open spaces are not yet determined.)

■ Improve local access and the pedestrian environment with an expanded street grid

The existing street system in the mixed-use core is comprised almost entirely of arterial streets that serve a high volume of regional traffic. As such, there is a need in this area for a denser network of smaller local streets. An expanded street grid should be constructed in the southern portion of the mixed-use core to improve local circulation and access, as well as pedestrian circulation. New development in this area should be required to allow for construction of the new grid and should generally orient to the new streets. Consider the construction of a new east/west connector north of NE 24th Street, perhaps restricting it to HOV or transit-access only.

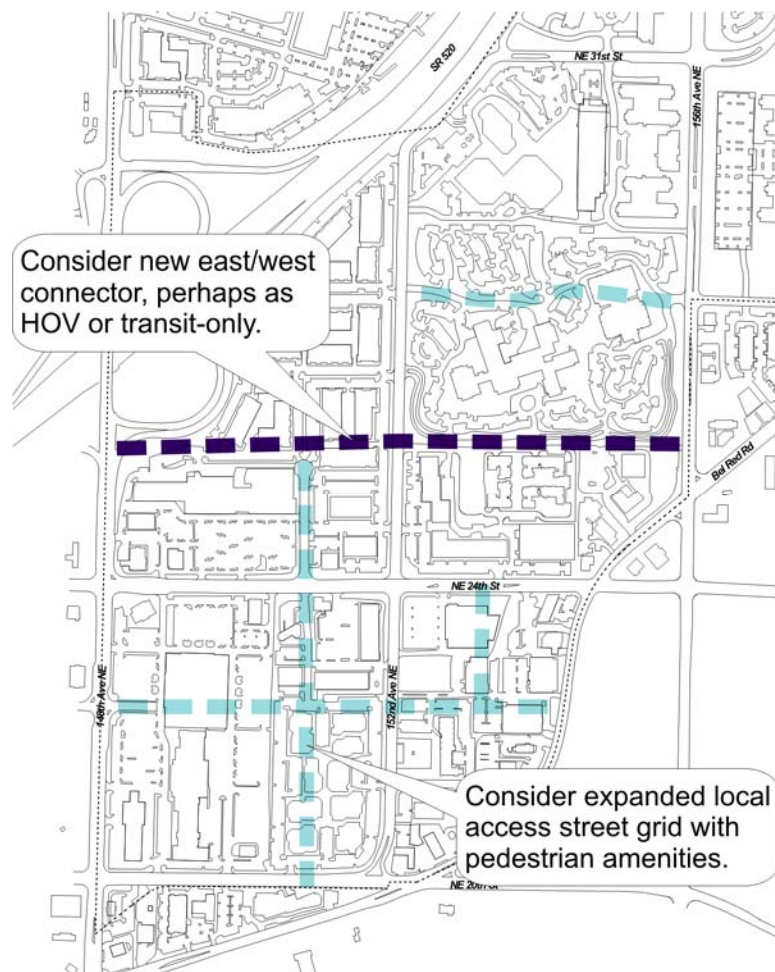


Figure 28. Improve local access and the pedestrian environment with an expanded street grid.

■ Accommodate regional through-traffic

In order to maintain or improve the current level of regional through-traffic, the safety and function of the area's arterials, as well as two key intersections – the Bel-Red Road/ NE 24th Street/156th Avenue NE “triangle” and the NE 24th Street/152nd Avenue NE intersection – should be improved. A traffic circle was identified as a possibility for the “triangle” intersection, while a grade-separated intersection was identified as a possibility at NE 24th Street/152nd Avenue NE. These options should be explored as part of the Overlake Neighborhood Plan update. Additionally, alternate routes for local traffic should reduce congestion on arterial streets. As these local routes are constructed, the number and frequency of driveways along arterials should be reduced to help arterial traffic flow smoothly. Coordination of these efforts with Bellevue will be needed, especially evaluation of potential improvements on the edges of the mixed-use core.

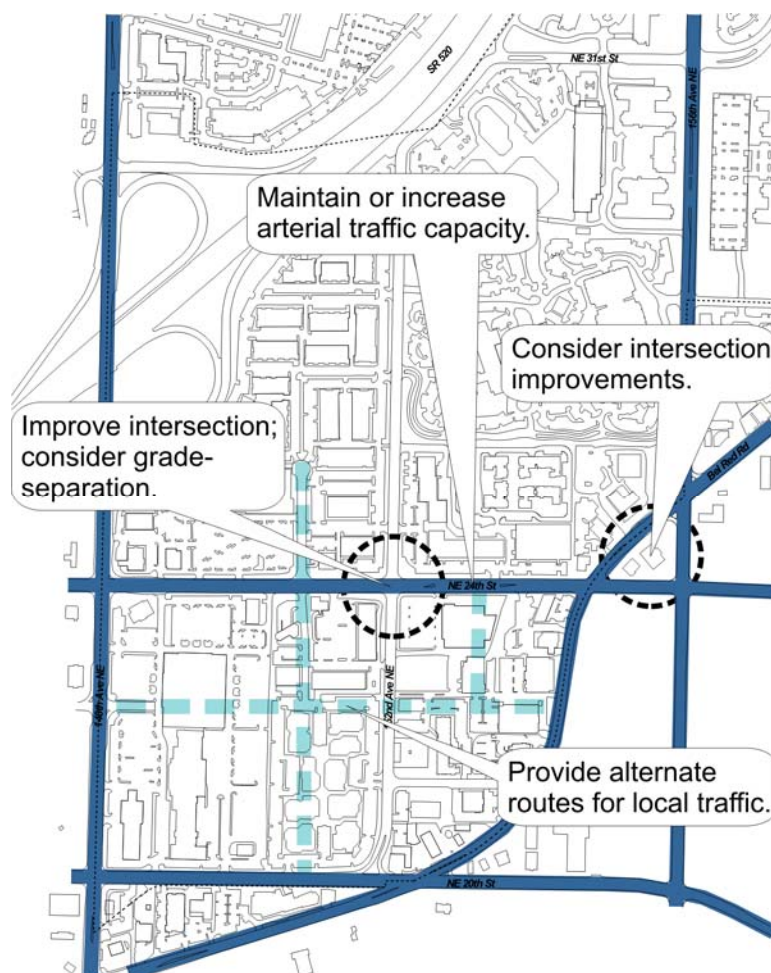


Figure 29. Accommodate regional through-traffic.

■ Support regional and local transit connections

The Overlake mixed-use core should be well-served by both local and regional transit. Two possible alignments – along 152nd Avenue NE and north/south just west of 152nd Avenue NE – and three general station locations – near SR 520, near NE 24th Street and near NE 20th Street – for a high-capacity transit (HCT) system were identified. An aerial HCT system was also proposed. The criteria below were identified for evaluating the location of a HCT station:

- Facilitate regional fast trip performance
- Provide good local access
- Coordinate various transit systems

Additionally, local and regional transit modes should be integrated and the frequency of transit service should be maintained or increased. The possibility of an east/west HOV or transit-only connection should be considered.

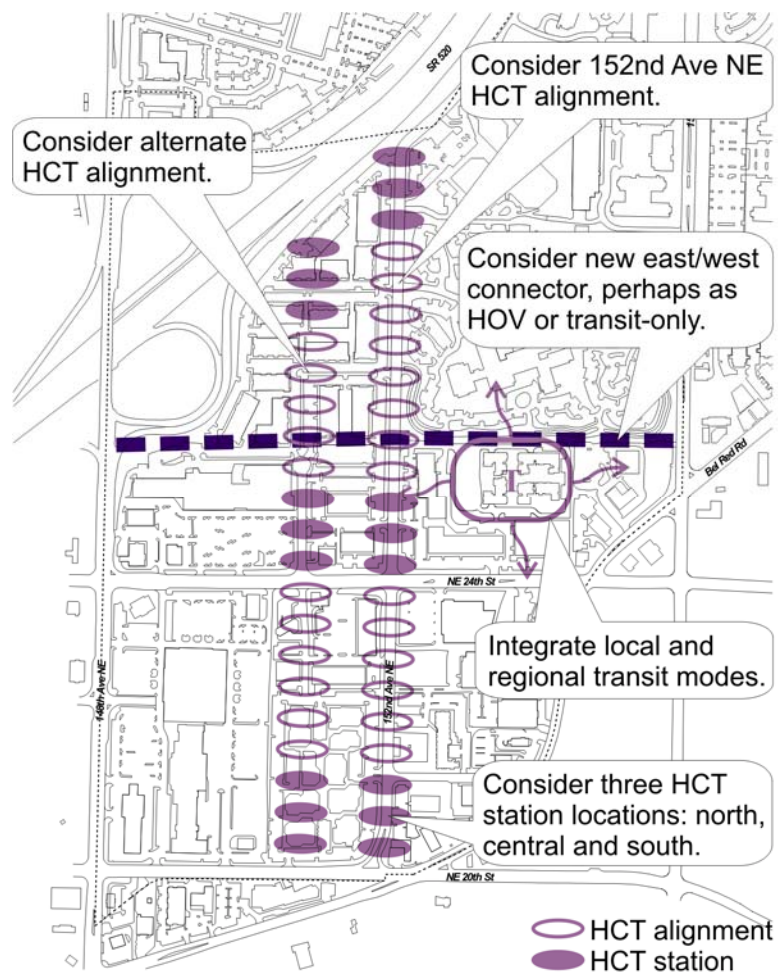


Figure 30. Support regional and local transit connections.

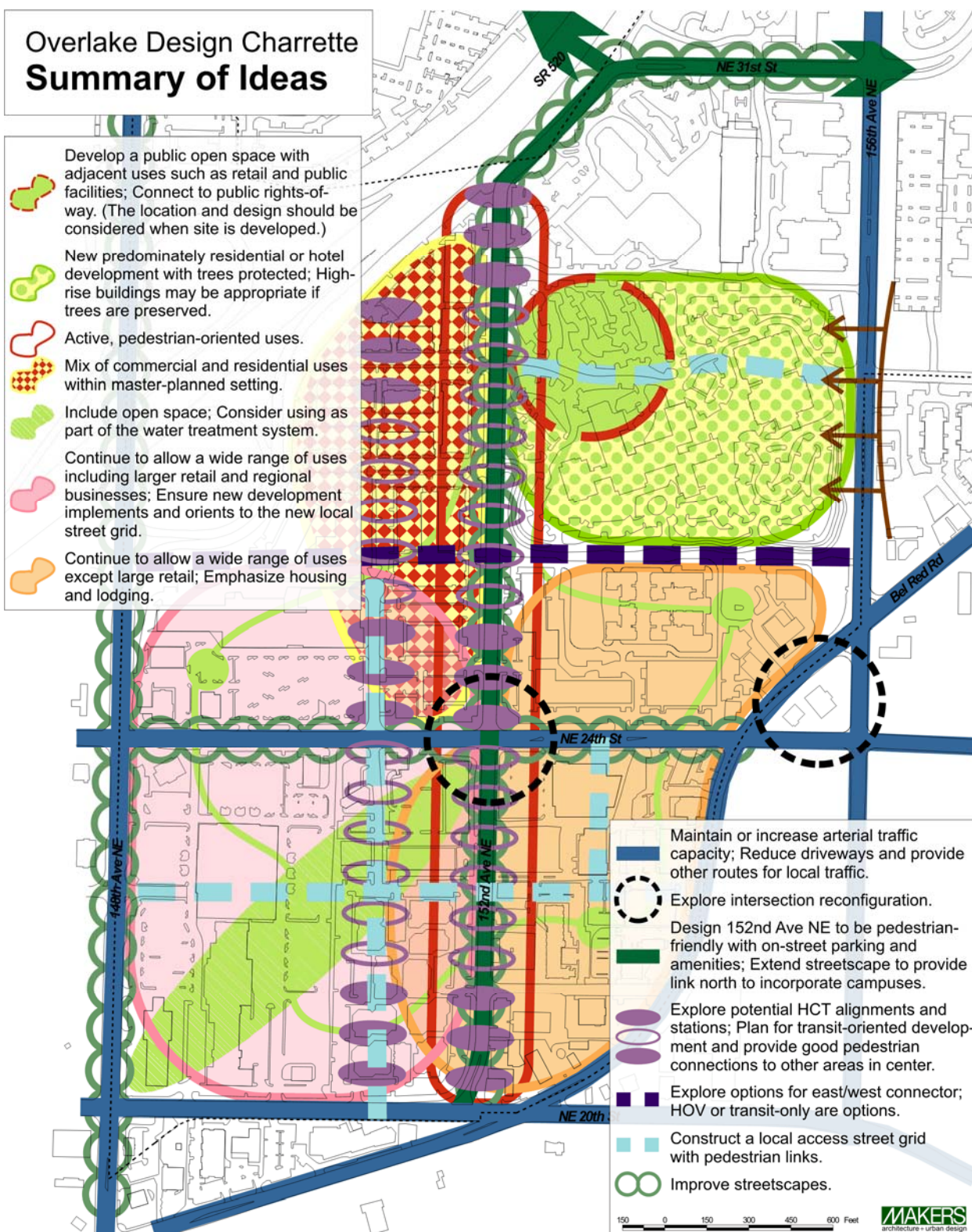


Figure 31. Summary of ideas.

Next Steps

The City of Redmond should take the following actions as follow up to the Overlake Design Charrette.

City of Redmond To-Do List

Near-Term

- ☐ Work with property owners in the mixed-use core to defer development until adoption of the Plan update in late 2007
- ☐ Begin collaboration with Bellevue on creating a cohesive image across jurisdictions

Overlake Neighborhood Plan Update

- ☐ Use concepts from the charrette to develop proposed updates to the plan, regulations for the Overlake Urban Center
- ☐ Consider revising regulations and incentives to require master-planning of the Group Health site to conserve trees and provide public open space with active uses
- ☐ Consider revising regulations and incentives to require master-planning of the Yett site to provide a mix of uses with good internal circulation and, if appropriate, transit-oriented development
- ☐ Consider establishing guidelines for development along 152nd Avenue NE to ensure that it includes pedestrian-oriented uses on the ground floor
- ☐ Consider requiring new development in the southern sector to allow for street grid construction and open space, and generally orient to the new local street grid
- ☐ Study and finalize preferred locations for HCT station and alignment
- ☐ Study potential east/west connector north of NE 24th Street
- ☐ Study potential Bel-Red Rd/NE 24th St/156th Ave NE intersection improvements
- ☐ Study potential expanded local street grid and select appropriate segments
- ☐ Evaluate and select potential intersection improvements, such as Bel-Red Rd/NE 24th St/156th Ave NE and 152nd Ave NE/NE 24th St

Potential Projects

- ☐ Consider upgrading pedestrian, bicycle and local access qualities of 152nd Avenue NE and NE 31st Street in coordination with the new SR 520 overpass
- ☐ Identify and complete important bike trail connections
- ☐ Consider improving the streetscape along NE 24th Street and 148th Avenue NE
- ☐ Consider acquisition of a portion of the Group Health site for a park with public facilities

The central portion of Overlake Center offers significant near-term potential. As the graphic at right illustrates, the northern portion of the Center is dominated by corporate campuses and the southern portion by established commercial activities. Additionally, the southern portion is immediately adjacent to Bellevue, so issues associated with creating a cohesive Overlake image across jurisdictions need to be addressed while moving forward with goals for redevelopment in that area. The central portion of Overlake Center presents a near-term redevelopment opportunity to link the northern and southern portions of the Center. The City should consider the following activities in the central portion:

- Facilitate pedestrian, bicycle and transit connections.
- Retain/enhance the area's "green" character.
- Emphasize development of residential and public facilities.
- Consider implications for transit.

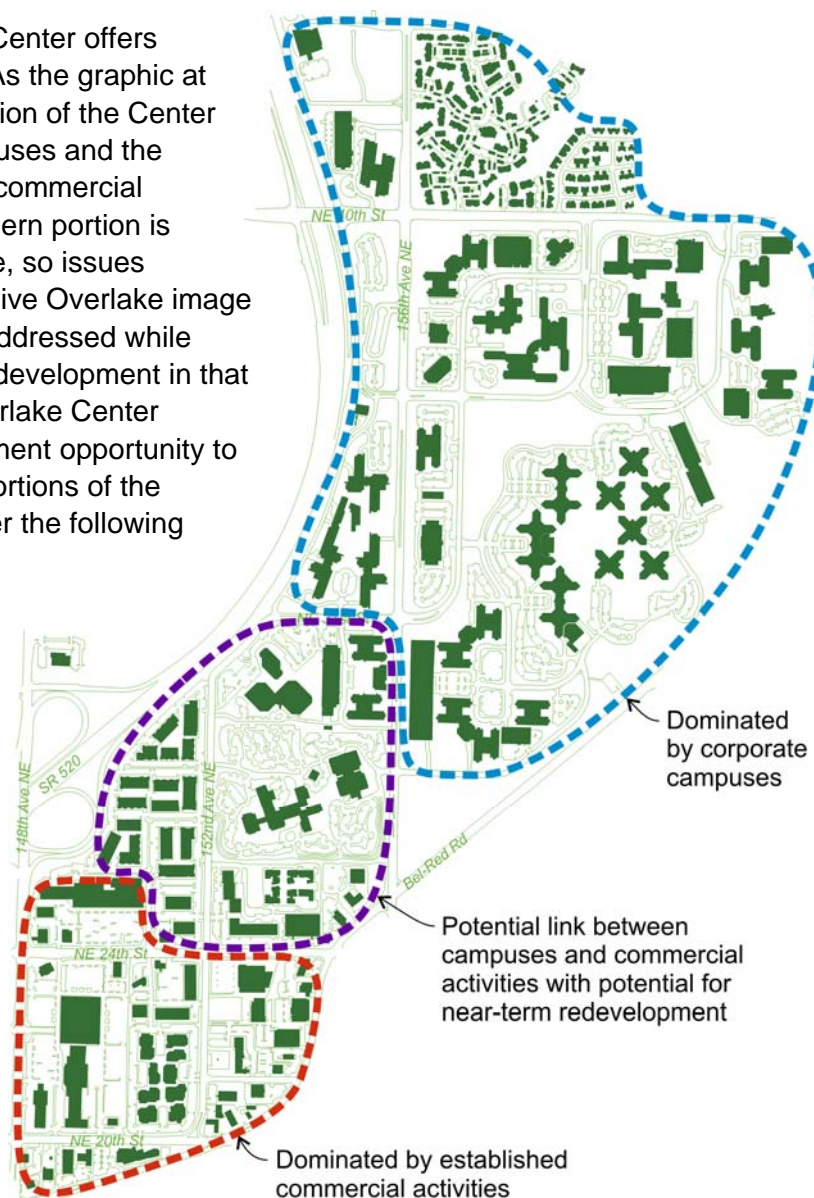


Figure 32. Near-term redevelopment opportunities.

Questions to be Addressed

The following questions and issues, resulting from the Overlake Charrette or identified by the Redmond Planning Commission, need to be addressed as part of the Overlake Neighborhood Plan update:

- From a neighborhood planning perspective, what is (are) the preferred type(s), alignment(s) and station location(s) for high capacity transit (HCT) and the role(s) of transit facilities in the Overlake mixed-use core?
- How do transit services and facilities evolve prior to HCT development to serve the community and encourage development that builds HCT ridership?
- Where and to what degree are residential development and hotels greater than 6 stories in height appropriate in the mixed-use core?
- What are the transportation needs of the area given the projected growth in population and jobs, and how they can be met?
- Will the constrained connections to the north limit the ability of 152nd Ave NE to serve as the community's focal core? If so, how can those constraints be overcome? What actions should be taken in order to create a pedestrian-oriented, mixed use main street? What is the preferred role of transit on 152nd Ave NE?
- Where are there opportunities for "true" mixed-use buildings (retail/office and residential in one building)?
- What is the estimated market demand for additional lodging in the area?
- What are the opportunities for additional services in the area, such as real estate firms, attorneys or catering services?
- How can the City prevent small businesses from being dislocated or "priced out of" the area when redevelopment occurs? Should and can the international businesses serve as an identity for the area?
- How will SR 520 improvements affect the area? What can the City do to influence SR 520 planning to support the vision for Overlake?
- How can affordable housing needs be met?

- How should parking be managed over time?
- Can we better connect the corporate campus area with the mixed use area to the south? If so, how?
- How can we improve pedestrian safety?